

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present H. E. Major-General Cameron, Acting Governor; His Honour Mr. Justice Russell, Acting Chief Justice; Hon. E. Stewart, Acting Colonial Secretary; Hon. E. J. Adcock, Acting Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. J. M. Pico, Surveyor General; Hon. H. G. Thomson, Harbour Master; Hon. P. Ryrie, Hon. Wong Shing, Hon. A. P. MacEwen, Hon. J. B. Irving, Hon. C. P. O'Flaherty, and Mr. Guillermo (Acting Clerk of Council).

NOTE FOR MEMBERS' READ.

The Acting Colonial Secretary laid on the table a minute recommending a vote of \$200 to defray the cost of extending and completing Richmond Road round Richmond Terrace, and of preparing the ground for building sites.

COLONIAL SURGEON'S REPORT.

The Acting Colonial Secretary also laid on the table the Colonial Surgeon's Report for 1886.

MARINE CERTIFICATES.

Hon. A. P. MacEwen then put the following questions:—
(a) Whether Marine Certificates granted in Singapore are still in force in this Colony, and, if so, the reason why the Government should not apply to the Government of the Straits Settlements for Captain Hamilton to have his name entered on the Register of the S.S. *Sonahau*, in March this year?

(b) What are the intentions of the Government with regard to holders of Marine Certificates granted in Hongkong, previous to 1st January, 1884, and what are the instructions of the Secretary of State concerning the status of the holders of such Certificates?

The case to which I referred in the first question was that of Captain Hamilton, who has been a holder of a certificate since 1860 and has been employed trading from the port of Hongkong since 1880. He was placed on the register of the steamer *Esmeralda* in September 1886 and remained on it until March of this year, when he was dismissed on account of the return of the former master, who had been absent on leave. When he got the appointment to the *Sonahau* he applied to the Harbour Master to get his name entered on the Register, and he was refused. He then applied to the Acting Colonial Secretary, who referred the matter to the Board of Marine Affairs, and they have been considering it ever since. The question arises as to whether this certificate is still valid, and if so, whether the Government should apply to the Government of the Straits Settlements for Captain Hamilton to have his name entered on the Register of the S.S. *Sonahau*, in March this year.

The following Government Notification is published for general information:—
Whereas the Marine Affairs Committee have been authorized to issue Certificates of Competency for the purpose of placing any Master, Mate, or Engineer on the Register of Articles of Agreement of a ship, with the 30th September next, by the Board of Marine Affairs, and subject to the provisions and conditions of the *Merchant Shipping (Colonial) Act, 1882*.

By Command,
F. Stewart,
Acting Colonial Secretary.

These men have been employed for many years and they have paid their fees and they have had many years of experience working experience, and they are called upon to pay fees and undergo an examination. I believe a petition has been presented to Your Excellency. If it has not already been presented, at least it is in course of preparation. I cannot believe myself that it is with the consent of the Secretary of State that such a regulation has been put in force, and I hope that the Government will be able to deal with the case in a manner satisfactory to all the parties concerned.

The Acting Attorney General—In reply to the question of the Board of Marine Affairs, I have to say that the Board of Marine Affairs has been asked to consider the case of Captain Hamilton, and they have been considering it ever since. The question arises as to whether this certificate is still valid, and if so, whether the Government should apply to the Government of the Straits Settlements for Captain Hamilton to have his name entered on the Register of the S.S. *Sonahau*, in March this year.

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GOVERNMENT NOTIFICATION.—No. 105.
Under the provisions of Sub-section 2, Section 15 of Ordinance 8 of 1879, the Governor in Council has been pleased to direct that:

1. Certificates of Competency issued on or after the first day of January last may be exchanged for the new or General's Certificates, issued under the provisions of His Majesty's Order in Council of the 21st

December, 1885, without the payment of a fee; and
2. As regards Hongkong Certificates issued prior to that date, the holder of a Certificate of Competency desirous of obtaining a General's Certificate may have his name entered on the Register of the Board of Marine Affairs, and he will be entitled to a fee of five pounds, which will be returned to him, but if he fails to pass at his first examination, the fee he has paid will be retained by the Board of Marine Affairs.

By Command,
F. Stewart,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 3rd May, 1887.
The only instructions which we have from the Secretary of State in the despatch which was written upon the Ordinance 8 of 1879, which states: "I would call special attention to the observation of the Board as to the necessity of complying with Section 8 of the Merchant Shipping Act of 1879 with reference to the examination of candidates for certificates to be issued under section 15 of the Ordinance." According to the rule laid down by the Secretary of State in the despatch, the only valid certificates are those which were issued prior to 1st January, 1884, and which are valid in the United Kingdom, and that being the case we do not intend to interfere with the notification. If they are desirous of obtaining a valid certificate they must present themselves for examination again.

His Excellency said they were very sorry that Captain Hamilton suffered. It often happens in such cases that one individual suffers, but they could scarcely think of compensation.

THE PUBLIC HEALTH BILL.
The Acting Attorney General—I beg leave to move the second reading of the Public Health Bill. I said when I introduced the measure before that it was not intended to be introduced in the Bill. That was on the 6th May, and we are now on the 3rd May. I think that my promise is as far as is concerned has been verified. Moreover it was never intended to push this Bill through without full discussion and that some considerable time would be given for the study of the measure. But the intention of the Government was to have been misinterpreted, and it has been said they wished to push it through without giving an opportunity to all parties to consider the provisions of the Bill. Since the Bill was introduced, I have received serious consideration from the Government, and we have considered whether we could not postpone and pass into the Building Ordinance some provisions of this Ordinance in order to leave no doubt as to the fact that any engaged in sanitary work and sanitary legislation sooner than if we were to retain all the clauses. First of all, we have got sections 61, 62, and 63 in which reference is made to windows, and communication with external air and space, and the size of windows. These we think might properly be put in the Building Ordinance. Sections 70, 71, 72, 73 and 74 with regard to premises which might be dealt with in the Building Ordinance. Sections 75, 76 and 77 with regard to the bye-law, which created the greatest opposition, will also be considered in the Building Ordinance which is being prepared; and the Government is prepared to dispense with the bye-law altogether, and to leave the corner houses and those which are bounded in their rear by open lanes. These are the important matters. There are some minor matters. For example, one clause has been added to section 3, which says that any person who is engaged in sanitary work and sanitary legislation shall be liable to a fine of five pounds, which is a matter which is not of great importance.

With regard to my second question I may say it is a matter which is not of great importance. The notice which was published on the 21st March is as follows:—
GOVERNMENT NOTIFICATION.—No. 210.
The following Government Notification is published for general information:—
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Hon. A. P. MacEwen—When my hon. friend began I thought he was against the Bill altogether, but he only made a proposal that it be postponed for a few days that the Chinese may consider the proposals made by the Government, and I think that is only reasonable.

Mr. Ryrie—I may oppose it altogether for all that.

Hon. A. P. MacEwen—I compliment the Government on having given way with regard to the objectionable part of the Bill. With regard to the 10-foot back-yard clause, I have spent many a day considering the matter. Although it seemed desirable when seen on paper, I found, when, as my friend said, I visited the districts, that we would have to pull down three-fourths of some houses. With regard to the clause for the appointment of the members of the Sanitary Board, I hold it to be absolutely necessary that the clause should be extended to the Health Board, and also for that matter to this Council. By all means let there be two Chinese, but I say there should be three members appointed by the ratepayers, the last two members which the Chamber of Commerce and the Justices should have the right to nominate. One would think that there were no others left but brains whatever. I also strongly urge that the proceedings be held with open doors. I have thought that the printing of the minutes would be sufficient, but I find now it is entirely inadequate. Although it states 'extracts of minutes in the Gazette,' I may say there were at the last meeting of the Sanitary Board, and I published and I shall allow to the public. The Bill in the Bill is called the Sanitary Board. But when it was first sent up it was called the Municipal Health Board. I will give you a list of the members of the Sanitary Board in course of time, and the Surveyor-General expressed the same opinion (hear, hear, from Mr. Pico). The Sanitary Board is a very important body, and it is a matter which is not of great importance.

There is a very large increase in the amount of sickness and deaths in the Colony, and it is a matter which is not of great importance. The number of deaths in the Colony has increased in every year, and it is a matter which is not of great importance.

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THE CHINA MAIL.

Force as shown in the following table:—
Admissions. Europeans. Indians. Chinese.

Admissions.	Europeans.	Indians.	Chinese.
1881	28	212	108
1882	32	220	127
1883	113	241	227
1884	87	224	173
1885	124	208	163
1886	138	243	221

It will be observed from this table that the increase of admissions was among the Europeans 14, Indians 57, and Chinese 58. The deaths were, Europeans 8, Indians 2, and Chinese 4.

The Europeans suffer most from the disease of cholera, and the Indians from the disease of dysentery. The Chinese suffer from both diseases, but they are not so much affected by either as the Europeans and Indians.

Table I shows the admissions of each section of the Force to Hospital in the different months of the year, the largest number being as usual during the summer months.

Table II gives the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table III shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table IV shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table V shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table VI shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table VII shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table VIII shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table IX shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table X shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XI shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XII shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XIII shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XIV shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XV shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XVI shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XVII shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

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Table XIX shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XX shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XXI shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

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Table XXIX shows the admissions to Hospital from the different sections of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

Table XXX shows the average strength of the Force during each month of the year, the highest being in the month of June, and the lowest in the month of January.

The above figures show an increase of nearly one thousand prisoners as compared with last year, with an increase in the daily average of 144.

Table IX shows the number of admissions to the General Hospital, the number of deaths, and the number of recoveries. There were thirteen deaths, two from cholera, two from dysentery, two from fever, two from smallpox, and one from typhoid.

Table X shows the number of cases treated in the Dispensary, and the number of recoveries. There were 1,200 cases treated, and 1,100 recoveries.

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I was absent on leave during the summer of 1886 for five months, the only leave I have had for 12 years. During my absence Dr. Gregory P. Jordan acted for me as Colonial Surgeon. He also acted as Head Officer for two months in the Spring, while Dr. Adams was absent on leave, and in both cases carried on the work to the satisfaction of the Government.

Dr. Marquis suffered for some months from a serious attack of inflammation of the Liver, and during his illness Dr. Jordan and the Superintendent of the Government Civil Hospital had to divide his work, and after my return I and Dr. Thompson, A.M.D., did the work for him.

In consequence of the Report and Tables of the Government Civil Hospital being sent in as late, I have been compelled to confine my report entirely to statistics.

I have the honour to be, Sir, Your obedient Servant,

F. B. O. AYLERS,
Colonial Surgeon.

The Honorable F. Stewart, LL.D., Acting Colonial Secretary, &c., &c., &c.

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GLENIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to Through Fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, June 22, 1887. 1185

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,639 Tons Register, Price, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on TUESDAY, the 12th July, at 3 p.m.

To be followed by S.S. *ABYSSINIA*, on the 18th July, and S.S. *FARTULA*, on the 18th August.

These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 11th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 28, 1887. 1229

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and Japan for sea cargo, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGE.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to Through Fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, June 30, 1887. 1230

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

—ALAN ROWE, Hawaiian brig, Captain J. Phillips.—Wielor & Co.

—CHONGKONG, British barquentine, Capt. C. F. Collins.—Ed. Schellhaus & Co.

—GENERAL WELDER, Germ. str., Capt. W. von Schuckmann.—Melchers & Co.

—ONOR, Austro-Hung. steamer, Capt. G. Mattazzi.—O. Bachrach.

—TONGUS, British ship, Captain S. Davis.—Ordn.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENTIM, TRIESTE, AND LONDON.

2100.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PELSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *MAJIPA*, Captain G. W. ATKINSON, with the May's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 14th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Special Goods at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. & O. S. N. Co.'s Office, Hongkong, July 4, 1887. 1263

Intimations.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the Office of THE PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, and Mr. W. BARNES.

Price, 50 Cents.

NOW ON SALE.

INDEX

TO THE

'CHINA REVIEW'

VOLUMES I TO XII.

3.—ARTICLES.

4.—REVIEWS OF BOOKS.

5.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

NOW READY.

THE COMMERCIAL LAW AFFECTIONS OF CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co., Price, 75 cents.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at 700 Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. This claim is supported by the fact that the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimate on the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to the subscribers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description is almost unlimited. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains editorial, local, shipping, and commercial news and advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN, China Mail Office.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim Sha Tsui at the following hours:—This Time Table will take effect from the 15th APRIL 1887.

WEEK DAYS.

SUNDAYS.

Leave Kowloon. Leave H.K. Leave Kowloon. Leave H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

9.00 " 9.30 " 8.00 " 8.30 "

10.00 " 10.30 " 9.00 " 9.30 "

11.00 " 11.30 " 10.00 " 10.30 "

12.00 P.M. 1.00 " 12.30 P.M. 1.15 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.30 " 3.00 " 2.30 " 3.00 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.45 " 4.15 " 4.45 "

4.50 " 5.10 " 4.50 " 5.10 "

5.25 " 5.40 " 5.25 " 5.40 "

5.55 " 6.15 " 5.55 " 6.15 "

6.45 " 7.00 " 6.45 " 7.00 "

7.15 " 7.15 " 7.15 " 7.15 "

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries on China and Japan,' has reached its fourteenth volume. The Review discusses those topics which are of importance in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give criticisms embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works for review. The papers are contributed by the regular contributors, are Dr. Chamberlain, Elsie, Breckinridge, and Hirth, Professor Legge, and Messrs. Balfour, Walters, Stern, Phillips, MacIntyre, Gros, Jamieson, Faber, Knapik, Parker, Payfair, Fish, and others. The Review is a valuable source of information and a most interesting and instructive medium of communication for the interchange of views and discussion of various topics.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate the navigation of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Elm Buildings.
8. From Elm Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.

Flag and Rig.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Swatow.

To-day.

K'loon Dock.

Nagasaki.

For sale.

Kobe & Yokohama.

Donkey, &c.

Sydney, &c.

15th inst.

Wanchai.

'Thama & San